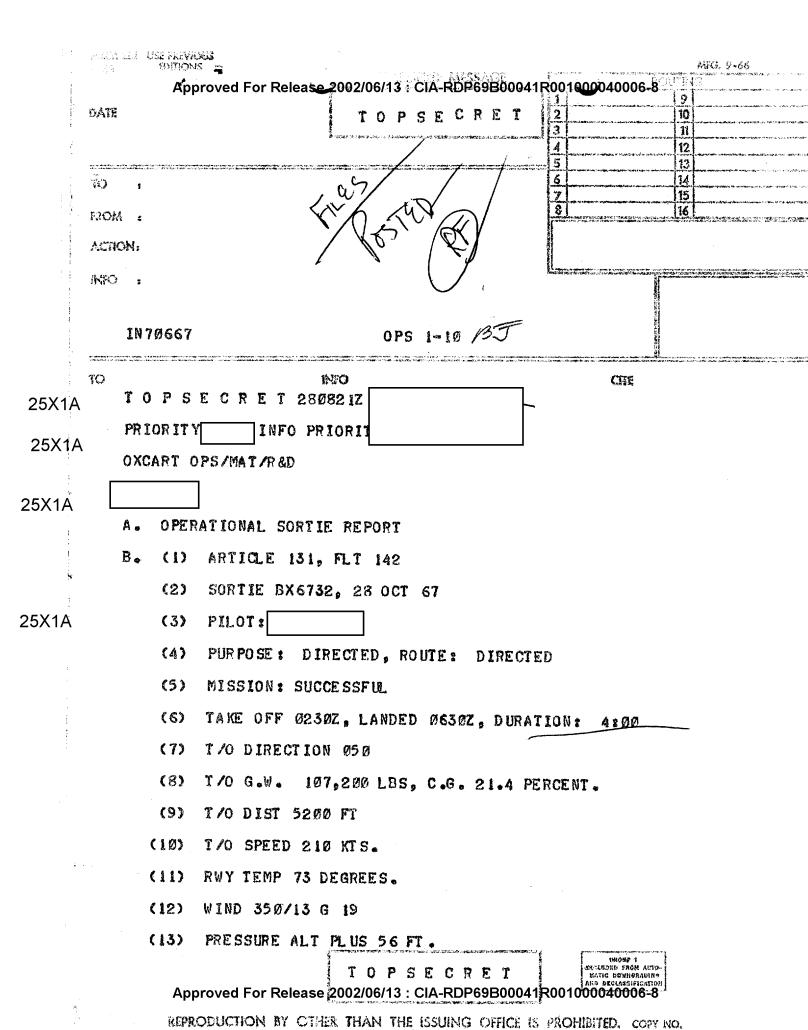
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25X1A	PRIORITY					
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25X1A	GENERAL BACALIS FROM APPEARED TO HAVE HAD AN EXCELLENT MISSION TODAY					
25X1						
	AFTER THE LONG LAY-OFF.					
	WELL	•				
: : !	2. WEATHER OVER N. VIETNAM, AS WELL AS THE ENTIRE ROUTE, WAS EXCELLENT, AND PILOT SAID THAT WEATHER WAS ALMOST ENTIRELY					
:						
	CLEAR FROM THE COAST TO WELL INTO THE MOUNTAINS TO THE WEST.  ON THE PASS IN THERE WERE SOME COLUMNS OF SMOKE RISING VERTICALLY					
:						
: ! :	IN THE HANOI AREA BUT AL	L WAS QUIET AND CLEAR	COMING OUT.			
	3. ARTICLE FLEW VERY	WELL WITH ONLY MINOR	WRITEUPS,) 2400 FEET			
	OF FILM WAS RUN. TOOK 6	7.1 M OF FUEL ON FIRST	AR AND 67 M AT			
25X1A	LANDED WIT	H 10 M ON BOARD. TEMP	ERATURES AT ALTITUDE			
	WERE COOLER TODAY AND TH	ERE WAS NO TURBULENCE.	AUTOPILOT AND MACH			
	HOLD WERE USED THROUGHOU	T THE MISSION. CAMERA	WAS OPERATED AS			
	PROGRAMMED AND INS LOOKE	D VERY GOOD. THE ONLY	AIRCRAFT ITEM OF			
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	25X1A	DACE O		
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05.744	(14)			
25X1A	(15)			
	(16) AB TIME: LEFT 3:10 RIGHT 2:50			
25X1A				
•	(22) TOTAL A/C TIME: 263:45			
	(23) Q-BAY/SPECIAL EQUIP: PKG I, SYSTEM VI AND EWS.			
	(24) CIT 375-400 DEGREES AT	. (375 DEG BELOW 25X1A		
	80M, 400 DEG ABOVE 80M)			
	C. SUMMARY: TAKEOFF NORMAL. FIRST AIR	REFUELING COMPLETED WITH		
25X1D	67,400 LBS FUEL ON BOARD. CLIMB,	RUISE LEG AND DESCENT		
÷	NORMAL. SECOND AIR REFUELING COMPLETED WITH 67,000 LBS FUEL ON			
25X1D	BOARD. SECOND CLIMB ANDCRUISE NORMAL. ROURE FLOWN AS BRIEFED.			
	PACKAGE I OPERATION SUCCESSFUL. DESCENT AND LANDING NORMAL.			
	D. DISCREPANCIES:			
	1. LEFT HYDRO QUANTITY INDICATED ZE	RO WHEN LANDING GEAR		
	WAS EXTENDED. THE RIGHT HYDRO LOW LIGHT	CAME ON AT THIS TIME.		
	2. CEL-CALL UNMUTED FREQUENTLY ON 1	7000 FREQ. OK ON 23,000		
	FREQ.			
	3. FUEL GAGE FLUTUATED 3000 TO 4000	LBS FREQUENTLY DURING FLIGHT		

TOPSECRET TOR: 280904Z OCT 67

BETTER AFTER NO 6 TANK GOES EMPTY.